

THE DELAWARE^{AND} HUDSON RAILROAD BULLETIN



*The
D&H*

JULY 1, 1932

FORT TICONDEROGA

The American's Creed

I BELIEVE in the United States of America as a Government of the people, by the people, for the people; whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign Nation of many sovereign states; a perfect union, one and inseparable; established upon those principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes.

I therefore believe it is my duty to my country to love it; to support its Constitution; to obey its laws; to respect its flag, and to defend it against all enemies.

(Written by William Tyler Page, Clerk of the United States House of Representatives in 1917, and accepted by the House of Representatives, on behalf of the American people, April 3, 1918.)

*"The
Delt"*

The
DELAWARE AND HUDSON RAILROAD

CORPORATION

BULLETIN

*"The
Delt"*

The Engineer Hired a Horse

When His Locomotive Broke Down During Veteran's First "Steam" Run

ON the morning of February 3, 1879, the operating officers of The Delaware and Hudson Canal Company's steam railroad between Carbondale and Scranton, Penna., needed two trainmen to handle a freight train on a round trip between these two points. As no experienced men were available in their department, two gravity railroad men, JAMES A. FARRELL, retired Signal Department veteran of nearly 64 years' service, and GEORGE DIMOCK were "borrowed" to complete the crew.

The run south from Carbondale was made without misadventure, but on the return trip the diminutive locomotive, No. 26, broke down and stalled on the grade at Archbald. After exhausting his limited facilities for repairing the damage, Engineer Oscar Histed decided that the only thing he could do was to get another engine from Carbondale.

It was then late in the evening and, as there were no telegraph offices open on the single-track main line after 8 o'clock, he had to hire a horse and carriage at a nearby livery stable, drive to the Carbondale roundhouse, get another engine, and pull his train in off the main track before the early morning passenger trains began to shuttle



JAMES A. FARRELL

back and forth between Carbondale and Scranton. MR. FARRELL, who much preferred work on the tried and proven gravity to the uncertain operation of the comparatively young steam railroad, returned to his post on the former after one week's steam line experience.

MR. FARRELL first entered the service of The Delaware and Hudson Canal Company as a slate boy, in the Coalbrook breaker, at the age of eleven, on December 1, 1866. At first he earned 35 cents a day although his rate was increased to 40 cents a few months afterward.

There was then only a single narrow (four-foot, three-inch) gauge track where our present Carbondale yard, with 41 miles of track, is situated. The loaded coal cars, carrying four and one-half tons, destined for Honesdale, were hauled between the breaker and the foot of the first inclined plane by horse power, locomotives being substituted at a later date.

After six months in the breaker, JAMES resigned to go to school, but returned to Delaware and Hudson service in 1868, in the Coal Department, tending a ventilating door in the mines. Where he was stationed the tunnel divided into two

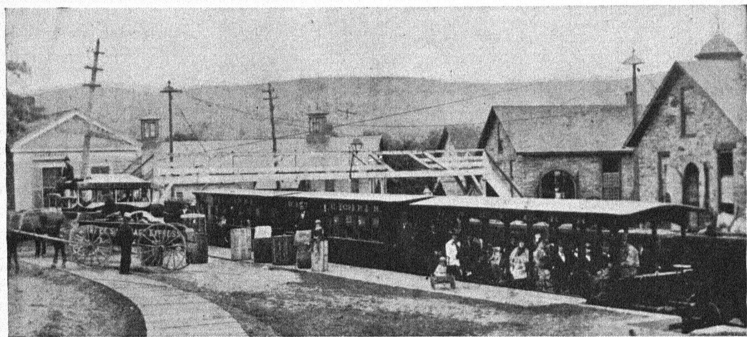
branches; one was naturally ventilated and was kept shut off by a door so the air from the huge fan would go into the other tunnel. He had to open and close this door each time a train of cars passed in or out.

In 1869, at the age of 14, JAMES was transferred to the Transportation Department of the gravity railroad as a car repairman at plane number two, on the unloaded car track, where all cars operating between Honesdale and Carbondale were inspected on each trip and repaired if necessary.

There were then eight gravity train crews running trains between Racket Brook (on the mountain east of Carbondale) to Olyphant, and each crew made three round trips daily. In the morn-

When all the bridges between Center Village and Plymouth were changed from wood to iron, beginning in 1884, MR. FARRELL was transferred to the Bridge and Building Department as a carpenter under Foreman George Burrell. As none of these structures could be closed to traffic, false work had to be built underneath to support the tracks during the change-over. In some cases, such as the six-span bridges across the Susquehanna River between Wilkes-Barre and Plymouth and at Center Village, the temporary bridges had to be erected in water from five to ten feet deep.

In 1888, the company began the erection of gates at grade crossings between Plymouth and Carbondale for the protection of pedestrians and



Passenger Train at Gravity Terminal, Carbondale, Pa.

ing the car distributor at Olyphant would ascertain how many carloads of coal would move to Honesdale that day, the figure varying between 1400 and 1500. The number of cars in each train was then determined by dividing the total number of cars by twenty-four, the number of round trips times the number of crews, or an average of between 50 and 60 cars per train.

MR. FARRELL became a trainman on the gravity in 1875 on the Racket Brook-Olyphant section. From Racket Brook the cars ran down a six-mile "level" to Archbald; they were pulled up a 1000-foot plane and coasted into Peckville; hoisted up a plane 400 feet long and from there "free-wheeled" into Olyphant. One member of the crew rode the front end of the train and set the hand brakes on one-third of the cars; another tended the middle section; and the third, the cars toward the rear.

vehicles. MR. FARRELL and Charles Johnson were chosen to erect and maintain them. Two years later MR. FARRELL's work was extended to include the maintenance of the new interlocking plant at Hudson, Pa., where the Wilkes-Barre Connecting Railroad intersects the main line. Because of the two different track gauges, standard and narrow, stub end switches were installed. Under this arrangement the ends of the three rails on the main track were moved to engage the three rails of either the continuation of the main line or the turn-out onto the Connecting Railroad's right of way. Later MR. FARRELL had charge of a similar plant erected at Carbon Street Junction, Carbondale.

With the gradual expansion of business it became necessary for someone else to take over a part of MR. FARRELL's duties; consequently, in 1907, he

(Concluded on page 203)

Will You Gain or Lose

Under the Proposed National Pension Plan for Railroaders?

RETIREMENT insurance as an inducement to competent workers to make railroad service a life work is the substance of a bill now before Congress for the avowed purpose of "increasing safety and efficiency in interstate transportation service."

Since it is believed that Delaware and Hudson employees, particularly those engaged in train service, may suffer a reduction in pension receipts under the proposed national plan, and since the proposed plan has certain other disadvantages when compared with the Company's present pension arrangement that are not readily apparent, a comparative analysis of the two plans is given below:

Cost of Administration

The proposed national plan is to be administered by a board of five members at an annual salary of \$12,000 each. It will have the authority to employ whatever assistance and incur whatever expense it considers necessary. All of this expense will be paid for out of the funds contributed by the railroads and their employees to the proposed pension fund.

Under the Delaware and Hudson plan the entire expense of administering pensions is borne by the company.

Rate of Contributions to Pension Fund

The proposed national plan provides for the contribution by employees of a certain percentage of their earnings to a pension fund; the percentage varying from 2% to 5% according to the age of the employee. It is also provided that an additional contribution of 1½% will be made by each employee to a "prior service fund." The purpose of this fund is to provide some allowance to the older employees for their years of service prior to the time that they would have contributed to the proposed fund. It has been stated by the sponsors of the proposed plan that this surcharge of 1½% will be discontinued at the end of a "service generation" which would mean from 25 to 30 years. In the meantime the rates for each group will be increased by just that much.

There is no definite assurance in the proposed bill that the rates to be paid by the employees

will not be increased if, in the judgment of the pension board such an increase should be necessary. The proposed plan provides that the Pension Board can, subject to the approval of the Interstate Commerce Commission, make whatever changes in rates it considers necessary. The importance of this provision to the employees should be self-evident.

The proposed plan requires the contribution of from 3½ to 6½% of each employee's earnings per year with no assurance that these rates will not be increased.

The Delaware and Hudson plan does not require any contribution by the employees.

Eligibility

Under the proposed plan any employee who is not a citizen or resident of the United States would not be entitled to participate in the plan.

The Delaware and Hudson plan does not discriminate against any group of employees.

Furloughs and Leaves of Absence

Under the proposed plan if an employee is granted a furlough or leave of absence at his own request, the amount of his contribution to the fund would be doubled. For example, an employee 45 years of age with annual earnings of \$1,800 per year would normally contribute 5½% of his income or \$99.00 per year to the pension and prior service funds. If he requested a leave of absence he would have to pay at the rate of \$198.00 per year or 11% of his annual earnings during the time that he was absent on such leave.

If he was furloughed by the railroad company he would be required to contribute at the rate of 5½% to the pension and prior service funds and if he had not returned to service at the end of a year he would be required to pay double the regular rate or 11% if he wished to continue as a participant in the plan. It is apparent that this increased contribution would become payable at a time when, in most cases, the employee would be least able to meet it.

Under the Delaware and Hudson plan when an employee is granted a leave of absence at his own request or furloughed by the railroad company, he

Detailed Comparison of Proposed National and (National)

Cost to Employee

Each employee will contribute a percentage of his earnings to a retirement fund and a prior service pension fund. The contribution to the retirement fund varies with the age of the employee as follows:

Age	Percent
34 years or younger	2
35 years to 39 years incl.	2½
40 years to 44 years incl.	3¼
45 years to 49 years incl.	4
50 years and over	5

The contribution to the prior service fund is 1½ % of the annual earnings of each employee and is in addition to the payments into the retirement fund.

There is no guarantee that these rates would not be increased.

Benefits to Employee

A pension of 2% of the employee's average annual earnings multiplied by the number of years he contributed to the retirement fund, plus 1% of his average annual earnings for each year of service prior to the establishment of the plan.

This pension not to exceed 50% of his average annual earnings unless he had contributed for more than 25 years before retirement.

The amount to be allowed for all prior service is based on the employee's earnings during the first year the plan is effective. If these earnings were curtailed in that particular year for any reason the decrease would be reflected in the amount allowed.

When Payable

Retirement is compulsory at the age of 65 except in special cases.

Employees over 56 years of age when plan became effective could continue until 70 and retirement would be compulsory at that age.

Death Benefits

If an employee dies before or after retirement the amount of his own contributions plus 3% interest less any retirement or disability benefits that had been paid would be refunded to his heirs.

Disability Benefits

After an employee has contributed to the retirement fund for at least 5 years he would be eligible to receive disability benefits if he should become totally and apparently permanently disabled.

Such payments would amount to 1/12 of his total compensation during the time that he had contributed to the plan but could not exceed twice the amount of his own contribution to the retirement fund.

Disability benefits will be deducted from any retirement benefits to which a disabled employee might become entitled.

Present Delaware and Hudson Pension Plans (Delaware and Hudson)

Cost to Employee

No cost to the employees.

Benefits to Employee

A pension of 1% of the employee's average annual earnings for the ten years immediately preceding his retirement multiplied by his number of years of service.

When Payable

Retirement is not compulsory.

Employees may retire at 70 regardless of service or at 65, by reason of disability if they have 25 years of service.

Death Benefits

This is taken care of by the life insurance provisions of the group insurance plan. The amount payable to the beneficiary in the event of death is much more than the amount which could be accumulated under the proposed national plan.

After an employee is pensioned the premiums on his group insurance are paid by the company.

Disability Benefits

There are special pension allowances for disabled employees who have had at least 25 years service.

This feature is also covered by the total and permanent disability provisions of the group insurance plan.

(Continued on page 204)

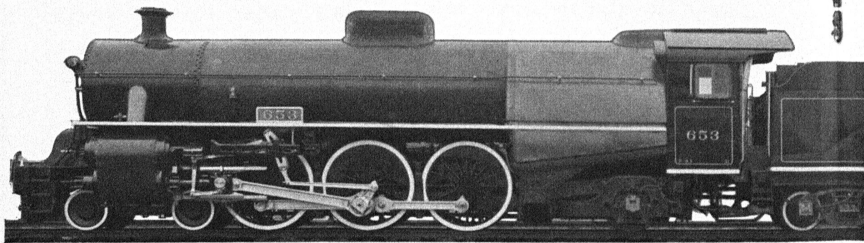
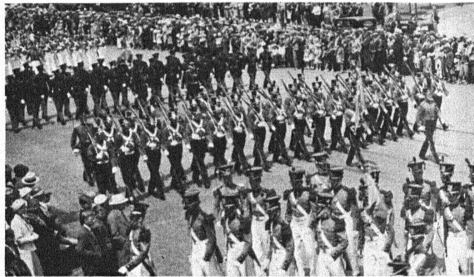
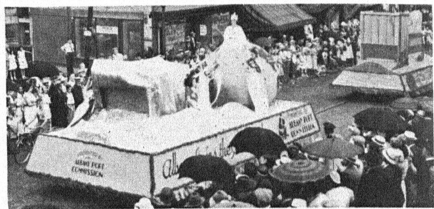
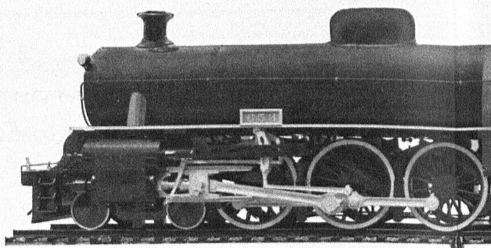
Albany Dedicates New Seaport

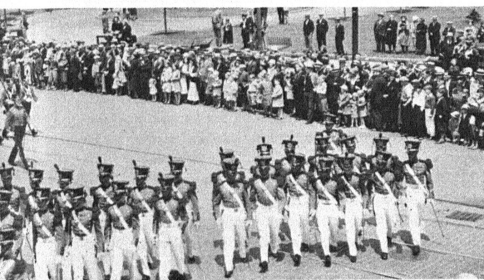
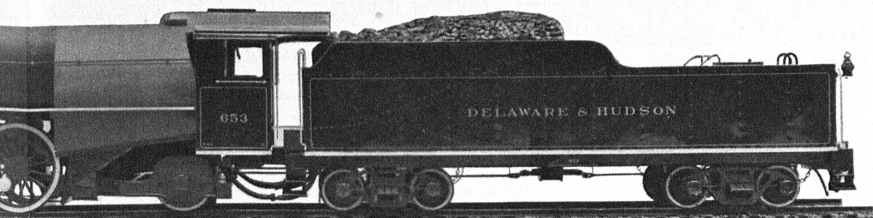
Four-day Celebration Marks Event

A FOUR-DAY celebration, June 4-7, marked the official dedication of the Port of Albany, unique in its location 143 miles from the seacoast. Seven years' work, involving an expenditure of some twenty million dollars, was required to dredge the Hudson River to a depth of 27 feet and to provide necessary docks, warehouses and other necessary equipment at the Port.

Officials of the ports of Montreal, New York, Boston and other eastern cities took part in the dedication ceremonies and diplomatic representatives of several foreign nations were in attendance. The first two days were devoted to exhibitions at the airport which attracted vast crowds of spectators. Army and Navy fliers thrilled the onlookers with various stunts and a mimic air battle.

A monster civic parade portrayed historic scenes in the development of Albany from the arrival of Hendrick Hudson and the *Half Moon*, and the subsequent growth of industry and transportation. Various elaborate national floats completed the total of over 200 in the procession. The Delaware and Hudson was represented by a float bearing a 30-foot model of passenger locomotive 653, constructed by employees of the Car Department shops at Colonie, Oneonta and Green Island.





The climax was reached on the last day of the celebration. The most brilliant military parade ever seen in the capital district was headed by Governor Roosevelt and a naval guard of honor. A Provisional Battalion of the New York National Guard consisting of 400 picked men, who represented the State of New York at the Yorktown Celebration last fall, wore the colorful dress uniforms of the several units which they represented. In contrast, detachments of the 10th and 105th infantry regiments and cavalry and artillerymen wore service uniforms of olive-drab. Cadets from local schools and veterans of the Civil, Spanish and World Wars made up the balance of the parade.

Exercises at the Port were broadcast over nationwide net-works by both the Columbia and National broadcasting companies. Displays of fireworks and inspection of ships docked at the port for the occasion completed the program of events.

Key to Illustrations

Above: Model of Locomotive on Delaware and Hudson float. Center: Scenes from Civic and Military Parades. Lower: Locomotive 653 to show accuracy with which model was built.

The Engineer's Name

THE solution of the problem which appeared on page 188 of the June 15th issue of *The Bulletin* is as follows:

Since Mr. Robinson lives in Albany and the brakeman's nearest neighbor, living halfway between Albany and Plattsburg, earns exactly three times as much as the brakeman, this neighbor must be Mr. Smith, because Mr. Jones' \$2,000 salary is not exactly divisible by three. Mr. Jones, therefore, must live in Plattsburg.

As the passenger living in Plattsburg has the same name as the brakeman, the brakeman's name is Jones. Furthermore, since Smith beat the fireman at billiards, Smith cannot be the fireman, and therefore must be the engineer.

The

**Delaware and Hudson Railroad
CORPORATION
BULLETIN**

Office of Publication:
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ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 12

July 1, 1932

No. 13

The Dangerous Fourth

DR. Thomas Parran, Jr., State Commissioner of Health, today urged parents not to be satisfied with ordinary home treatment of wounds and burns caused by firecrackers or other explosives, but to have a physician take care of such injuries immediately.

Dr. Parran's advice was prompted by figures submitted to him by Dr. Edward S. Godfrey, Jr., director of the division of communicable diseases, which showed that each year deaths from lockjaw occur from wounds that are improperly cared for. In the last five years 281 cases and 197 deaths have resulted from this disease, of which 52 cases and 48 deaths were from Fourth of July accidents.

Blank cartridges are particularly dangerous as the wad is liable to be shot deep beneath the skin, carrying dirt with it. This fact is emphasized by the figures reported during the last five years which show that of the 52 cases due to Independence Day accidents, 42 resulted from blank cartridges and only 10 from burns and explosion of firecrackers. Of the 52 cases, 48 or over 92 per cent were injuries to the hand.

"Tetanus germs which cause lockjaw," said Dr. Parran, "can only grow in the absence of air. The presence of dead tissue tends to produce this condition in lacerated and contused wounds. Therefore any person receiving a deep or tissue destroying wound should immediately have it treated thoroughly by a physician and tetanus antitoxin administered. Once tetanus symptoms develop the chances of a fatal outcome are very high in spite of antitoxin."

Putting It Off

PROCRASTINATION—postponing until tomorrow what should be done today—is not only a bad habit: It is often a dangerous one, and on certain occasions becomes almost a major vice.

De Quincey, the famous English writer, jokingly commented on this tendency in one of his works. "If once a man indulges himself in murder," says De Quincey, "very soon he comes to think little of robbing; and from robbing he comes next to drinking and Sabbath-breaking, and from that to incivility and procrastination. Once begun upon this downward path, you never know where you are to stop."

In one particular connection procrastination is an especially foolish and dangerous habit: the field of life insurance. If you procrastinate on this matter, it may very likely have serious results. First of all, if you need insurance protection you need it right now. Secondly, through delay you may develop some physical disability that will prevent you from securing it in the ordinary manner. Again, by procrastination the cost of your insurance will be increased. And most of all, while you keep putting it off you are endangering the welfare not only of yourself but of those whom it is your desire and duty to protect.

In one respect, at least, the procrastinator and the individual who because of some physical impairment cannot secure personal insurance may consider themselves lucky. That is because they enjoy the protection available to everyone in this organization, afforded by our Group Insurance plan. Through the cooperation of the company this protection is offered you at low cost, regardless of age, family history, or physical condition. Our Group Insurance not only protects in case of death, but also in case you should become totally and permanently disabled before you are sixty years old. Your dependents, your home can be kept together through the monthly payments under this plan. In the event of your death, the money will go to your family to help tide them over.

Group Insurance may help counteract some of the bad effects which the habit of procrastination may have brought on. It may act as a stop-gap on that "downward path" which De Quincey sketches for us. But it by no means justifies continued procrastination where the welfare of one's dependents is concerned.

Make New World's Record

Pistol Team Scores 1477 of Possible 1500 in Competition at West Point

THE Delaware and Hudson Police Department pistol team established a new world's record for a five-man team on the army "D" course, in a four-cornered match fired at West Point, N. Y., May 21, the other competing teams representing the New York State Police, Princeton University, and the United States Military Academy. The highest score on record up to that time, for the regulation "L" target, was 1469; our marksmen raised this mark eight points by shooting 1477 out of a possible 1500.

To do this PENNINGTON fired 298, only two points below a perfect score, OVERBAUGH followed with 297, GRATCOFSKY and RUSS both scored 296, and MASKO shot 290. Under the army regulations for shooting at an "L" target, each man fires 30 shots: 10 slow fire at a distance of 25 yards, 10 time fire at 25 yards, and 10 rapid fire at 15 yards. Some idea of the proficiency of our men may be gained by analyzing their individual scores in each of the three stages of fire:

	25 Slow	25 Rapid	15 Rapid
PENNINGTON	100	99	99
OVERBAUGH	99	98	100
GRATCOFSKY	98	98	100
RUSS	100	97	99
MASKO	97	96	97

A score of 100 indicates that the marksman had 10 shots in the 5½-inch bulls-eye; to rate 99 he missed only one bulls-eye by a very narrow margin; while to account for 96 to 98 points he must be unusually accurate. The scores of the other three teams in this match, although more than 45 point below ours, were still above the average for such competition. The New York State Police and West Point Cadet squads were tied with 1429 points each; Princeton placed fourth with 1390.

On May 27, in the Inter-State, Inter-Collegiate Individual Revolver Matches, fired on the New Jersey State Police course at Wilburtha, N. J., near Trenton, in which 81 men representing 19 police, military, scholastic and other organizations took part, PATROLMAN OVERBAUGH placed first to win a gold medal, his score being 295. PATROLMAN GRATCOFSKY was fourth in this event, although he shot 294, and was awarded a bronze medal.

In the team matches fired the following day the

Delaware and Hudson's representatives would have placed first had it not been for an error for which a 20-point penalty was assessed. As a result the total was lowered to 1442, which was exceeded by three other teams. The leaders and their scores were: first, New York City Police, 1454; second, West Point, 1445; third, Baltimore Police, 1444; fourth, Delaware and Hudson, 1442; and fifth, New Jersey State Police, 1440. These teams were given silver loving cups, varying in size with the winner's standing.

In addition to the team prizes a diamond studded gold medal was awarded to the competitor who made the highest individual score: PATROLMAN OVERBAUGH again distinguished himself by firing a total of 298 points, one less than the world's record, and won this medal. He was further honored when he was presented a Colt Shooting Master revolver for having the highest individual score during the matches.

Engineer Hired a Horse

(Continued from page 196)

was made maintainer of interlocking plants and signals south of Carbondale. He had six towers to maintain: three at Carbondale, Carbon Street, "OU" Tower, at the junction of the Honesdale Branch and the main tracks, the Delaware and Hudson-Lackawanna diamond crossing; and plants at Moosic, Hudson, and Mineral Springs, Penna.

In 1921, after 53 years with our company, MR. FARRELL was placed in charge of the Signal Department storehouse at Dundaff Street, Carbondale. He continued at this work until he was pensioned on July 1, 1931, after 63 years and 7 months in Delaware and Hudson employ.

MR. FARRELL has three children: a son, Joseph, is in Buffalo, N. Y.; and two daughters, Madeline and Mary, are in Carbondale. His home now, as for many years past, is at 146 Wyoming Avenue, Carbondale.

Hopeless

"It's no use talking," said the fat woman as she gave up all hope of getting into the phone booth.

Detailed Comparison of Proposed National and

(Continued from page 199)

(National)

Cost of Administration

The proposed plan will be administered by a board of 5 members at an annual salary of \$12,000 each. This board will have the authority to incur whatever additional expense it considers necessary. All of this expense will be paid for out of the funds contributed by the railroads and their employees.

Eligibility

Employees who are not citizens or residents of the United States are not eligible to participate in the plan.

Furloughs and Leaves of Absence

If an employee is granted a leave of absence at his own request his contribution to the retirement fund would be doubled during the time he was on such leave.

If he was furloughed by the railroad company and did not return to service within a year his contribution would be doubled at the end of the year.

is given credit for such time in computing his service and is not required to pay anything in order to protect his pension eligibility.

Allowance for Prior Service

"Prior service" means the service rendered by an employee before the proposed plan would take effect. It is proposed to allow 1% of an employee's earnings during the first year the plan would be effective, multiplied by the number of years of such service. If, for any reason, the employee's earnings in that particular year should fall short of his normal earnings the decrease would be reflected in each year of his prior service as that particular year would be used as the base of the calculation. This provision would apply particularly to Engineers now working as Firemen, Conductors working as Trainmen and to any other class of employees whose earnings have been curtailed due to the general reduction in business activity.

Under the Delaware and Hudson plan a ten-year average of earnings is used as the basis of pension calculations to avoid the fluctuations which frequently occur in any one year.

Benefits

The proposed plan provides that when employees are pensioned they will be allowed 1% per year for each year of "prior" service and 2% per year for each year of "contributory" service. (By "contributory service" is meant service rendered after the proposed plan would become effective.)

As a specific example of the manner in which the proposed plan would operate we will take the case of an employee who was 45 years old at the time the plan became effective. We will assume that his average annual earnings were \$1,800 and that he had 25 years service.

Under the proposed plan he would be eligible for a pension 20 years later at the age of 65 and would contribute to the pension fund for that length of time. The cost to the employee and the prospective benefits would be as follows:

Cost to Employee

Normal Retirement Fund	4% of \$1,800	\$72.00
Prior Service Fund	1½% of \$1,800	27.00
Total Annual Cost		\$99.00

At the end of 20 years he would have paid in

Present Delaware and Hudson Pension Plans (Delaware and Hudson)

Cost of Administration

The entire cost of administering the pension fund is borne by the company.

Eligibility

There is no discrimination against any group of employees.

Furloughs and Leaves of Absence

When an employee is granted a leave of absence or is furloughed he is not required to make any payment in order to protect his pension rights.

\$1,980. These annual payments of \$99.00 at 4% compound interest would have a value of \$2,849 at the end of the 20 year period.

His benefits would be computed on the following basis:

Contributory service—20 years @ 2%	
=40% of \$1,800=	\$720
Prior service —25 years @ 1%	
=25% of \$1,800=	450
Total	\$1,170
Amount to be allowed	\$ 900

The reason for the difference between the \$1,170 and the \$900 which would actually be allowed is that the amount of benefits to be paid can not exceed 50% of the employee's average annual income unless he has contributed to the pension fund for more than 25 years. In other words, he would not be allowed credit for the full amount of his prior service.

With the average age of the employees of the Delaware and Hudson Railroad Corporation forty-three (43) years, under the Delaware and Hudson plan such an employee with 45 years service would be allowed full credit for his length of service at 1% per year or 45% of his average earnings for

the ten year period preceding his retirement. In this case he would receive 45% of \$1,800 or \$810.00 per year. The cost of this pension to the employee would be nothing.

If this employee saved the amount he would contribute under the proposed plan, he would have \$2,849 when he reached the age of 65 years. The average additional length of life for one who has attained that age is 11 years, according to insurance company records. If the \$2,849 was divided into 11 equal annual installments each installment would amount to about \$320.00, allowing for the accumulation of interest at 4%. If we add this to the amount of the pension he would receive from the corporation, or \$810.00, we have a total annual income of \$1,130.

Compared with the amount of \$900.00 per year which he would receive under the proposed plan we have an increase of \$230.00 per year or almost \$20.00 per month. If, for any reason the employee was unable to save the amount of his annual contribution to the proposed plan, he would, under the Delaware and Hudson plan, receive \$810.00 per year. Under the proposed plan he would be compelled to contribute \$99.00 per year in order to receive any benefits from it.

Just in Case. . . . !

FOR generations, parents have watched the approach of Fourth of July with mixed emotions. They want to see their children happy, but dread the danger from premature explosions, burns, poisoning from phosphorous, to say nothing of the increased chance of automobile accidents and drownings.

A decade or more ago, casualties on Independence Day mounted so high that public opinion demanded a change. We all remember the slogan "A safe and sane Fourth" but the pendulum has swung the other way. While many municipalities forbid the sale of too powerful explosives, nevertheless the number of burns, lacerations and other painful wounds reported in recent years after Independence Day is appalling while the number of deaths from the same cause is by no means small.

Whether a child comes through the Fourth well or maimed depends largely on the parents. A mere youngster should not be expected to have the judgment of an older person. If he is given money and allowed to select his own fireworks, he is naturally going to buy what, to his mind, is the most for the money,—the greatest amount of noise for the least expenditure. Unsupervised purchase of fireworks is probably the underlying reason for many Fourth of July accidents.

Since such accidents are bound to occur as long as the Fourth is celebrated according to custom, the best the State Department of Health can do is to make suggestions as to how to avoid accidents, and explain what is liable to happen and what to do if it does.

Clothes—Children and others exploding fireworks should wear the kind of clothing that is not easily ignited. Fluffy material catches fire easily and burns rapidly.

Smothering Flames—If clothes catch fire, rip off burning material if possible; if not roll the person on the ground, or smother flames with a coat, rug, or whatever is at hand.

Burns—If slight, cover the burned area with vaseline or cold cream to exclude the air, then bandage. If the burn is extensive, follow the same procedure but call a physician at once. Extensive burns are dangerous and may cause death.

Wounds—If a surface wound, and no doctor is immediately available—wash thoroughly with warm water, apply an antiseptic, and bandage. If deep, particularly if caused by a blank cartridge wad or bullet, take the patient to a physician, for thorough treatment of the

wound and tetanus antitoxin are necessary in such cases to prevent lockjaw. In the last five years 52 cases and 45 deaths have occurred in the State from tetanus, all caused by wounds or burns received while celebrating Independence Day.

Poisoning—The kind of fireworks sold under several fanciful names, which are ignited by being ground under the heel contain phosphorous, a deadly poison, so everyone should take pains to wash his hands thoroughly after handling. Young children have sometimes mistaken this material for candy. If a child becomes sick after playing with such substances an emetic should be given at once and a physician sent for without delay for if absorption of the phosphorous takes place no treatment can be of service.

And finally, just a word to adults,—motor vehicle accidents increase greatly around the Fourth,—play safe.—*N. Y. Dept. of Health.*

Inspection by President

THE President and Board of Directors of The Delaware and Hudson Railroad Corporation made their annual inspection of the property in a special train which left Wilkes-Barre Friday morning, June 3rd. Brief stops were made during the day at points of especial interest and the train arrived at Lake George Station that night.

On Saturday the party boarded the steamer *Horicon* for the trip up Lake George, and, after the short rail journey between Baldwin and Mont-calm Landings, proceeded up Lake Champlain on the *Ticonderoga* as far as Plattsburgh, returning by rail.

The Directors who accompanied President L. F. Loree were I. Hasbrouck Chahoon, W. L. Gillespie, Col. J. T. Loree, John Wyckoff Mettler, Eugenius H. Outerbridge, Theodore Pratt, and General Cornelius Vanderbilt. Directors Henry W. de Forest, Edward D. Duffield, E. Roland Harriman, George Welwood Murray, and C. S. Weston were unable to take part in the inspection.

Invited guests in the party included W. M. Deramus, General Manager, Kansas City Southern Railway, Prof. Joseph Stagg Lawrence, Princeton University, Sir William Wiseman, Director, National Railways of Mexico, Thomas N. Perkins, Chairman of the Board, Boston and Maine Railroad, Prof. T. W. Van Metre, Columbia University, and the Directors of The Champlain Transportation Company: D. A. Loomis, C. W. Browne, E. B. Metcalf, N. E. Pierce, and S. M. Willson.

Clicks from the Rails

Canadian National Baby

An expectant mother recently boarded a Canadian National Railways train at Osler, Sask., and after holding the train 25 minutes while a doctor was routed from his bed to care for the lady, a baby boy was born at 5:15 A. M. while the train was approaching the next station. When the engineer was told of the birth in a Pullman compartment behind him, he celebrated with an extra toot of the whistle and then settled down to the serious business of making up the 25 minutes lost. He did! When this young man grows up he will never be able to forget his birthplace for his initials, standing for Cameron Norman Roger, also are those of the railroad, C. N. R.



Heroic Boy

Junior Campbell, age fourteen, of Stotesbury, W. Va., has already earned for himself a niche in the railroads' "Hall of Fame!" *The Chesapeake and Ohio Magazine* tells the story thus: "Junior, while walking at night along the main line tracks near his home, discovered a broken rail..... Summoning his father to stand guard to flag any approaching train, the youngster set out for the section force headquarters at McAlpin, some distance away, and summoned help. There was no accident at that broken rail that night because Master Junior Campbell had done a heroic thing."



"Royal Scot" to Travel

"The Royal Scot," famous London, Midland and Scottish train operating between London and Edinburgh, is to be brought to the United States for the Century of Progress exhibition, which will open at Chicago in June, 1933. According to present plans, the train will be sent to Mobile, Ala., a few weeks before the fair opens and will make an exhibition tour on its way to Chicago.

"On Time" Record

According to the Christian Science Monitor, the Baltimore and Ohio's motor coach train connection from New York to trainside at Jersey City has functioned with a record of only three occasions when trains were delayed more than five minutes waiting for motor coaches, since it was inaugurated in 1926. There have been 33,000 motor coach runs in that time, and, what makes it more remarkable, all of these trips were made despite street traffic and river delays.



Fastest Rail Cars

The fastest electric rail car service in the United States will soon be established between Philadelphia and Norristown, Pa., 13.5 miles distant. The new cars are fish-like in shape and were designed to develop a speed of from 80 to 100 miles per hour. Ten of these rail cars are to be placed in service, each seating 52 passengers. Should they maintain a speed of 80 miles an hour it would take about 10 minutes to cover the distance.



Pigs Born en Route

The express messenger on Milwaukee train 14 recently received one sow at Calmar, Ia., for shipment to Monona, 28 miles further on. Before the train reached Monona, however, he had one sow and five piglets to take care of, and, according to reports, he did a very good job in the emergency.



Menus on Cotton

Menu cards made of cotton cloth, instead of paper, were a feature of the Illinois Central System's cooperation with the celebration of National Cotton Week, May 16-21. The celebration was sponsored by The Cotton-Textile Institute, Inc., New York City.

Onion Special

"California may have its lumber specials and Kansas its coal specials, but what state in this Union can match the record of Ontario in making up and sending out the first trainload of onions?" asks *Railway Age*. Continuing, it says, "It moved as a special out of Windsor with officers of the Ontario Onion Producers' Cooperative, Ltd., and of the Canadian National Railways aboard. The mayor of Windsor presented the bills of lading to T. C. Hudson, general superintendent of the Ontario district of the railroad. Reception committees met the train at other points where it stopped, and in spite of the nature of the cargo, not a tear was shed."



Cemetery Moved

The national cemetery at Ft. Apache, near McNary, Ariz., was recently removed to Santa Fe, N. M., over the A. T. & S. F. With a view to simplifying the bill of lading requirements in connection with the movement, the Santa Fe asked the commission for permission to publish a rate of \$225 a car on "human remains in steel boxes, human bones in boxes, and grave monuments in straight or mixed carloads" from McNary to Santa Fe.



Appeal in Verse

Miss Hattie M. Hassler, M. K. T. agent-telegrapher at Mazie, Okla., is also a writer of verse. Recently she wrote congressmen and senators, urging their consideration of regulatory laws and enclosed an original poem in which she presented the case in behalf of the railroads, or, rather, in behalf of the tax payers, pointing out that while busses and trucks break down the highways, the public along with the railroads pay for the rebuilding and upkeep of those highways.

Magic of Rest

FEW of us ever have any problems that amount to anything except when we are tired out.

When we are not tired, logic is powerful enough to solve the problems. When tiredness is in control, however, logic is powerless. Untruth at such times is greater than Truth. The Unimportant is greater than the Important. The magic of rest opens the door of wisdom and happiness.

—NET RESULT